

Approved For Release 2002/01/30 : CIA-RDP86-00244R000200030005-7

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KKA *23 Mar 71*

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PLF *31 Mar 71*

JEN *31 Mar 71*

ELH *23 Mar 71*

EAK *23 Mar 71*

HEW *31 Mar 71*

SEC

*File GSA  
Organization  
(Central Office)*

DD/S 71-0924

17 MAR 1971

# MEMORANDUM FOR THE RECORD

SUBJECT: Meeting with Deputy GSA Administrator Kreger

1. On 12 March I visited Mr. Rod Kreger to discuss a number of problems. At the outset I mentioned our appreciation for his interesting himself following the luncheon meeting at Langley in a number of items which we had mentioned.

2. DCI Vehicle: On the new vehicle for Mr. Helms, I mentioned that we now had a decision to go for a Chrysler New Yorker and that it was being formalized through GSA on 12 March. I noted the 45-60 day delivery estimate as giving us some pause. Mr. Kreger made a note and said that he would see if GSA might not be able to expedite delivery.

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3. Parking for Employees [REDACTED] I provided the background including the loss of 200 stickers leading to the current NFIC requests for approval to lease parking for some 200 vehicles. Mr. Kreger was surprised that there was not more than enough space [REDACTED] to accommodate additional parking. He noted that any paid arrangement in that area would be likely to produce problems for us in Rosslyn - this I agreed but pointed out that no commercial parking was available [REDACTED] Mr. Kreger mentioned that although Administrator Kunzig continues to talk in favor of paid parking for Government employees as a broad proposition he, Mr. Kreger, had not yet seen the overall study we had heard about for some months. Mr. Kreger telephoned a responsible GSA officer whose name I did not get and asked (a) to see the general report on paid parking and (b) for someone to go to [REDACTED] in connection with the additional needs represented by CIA for its people who are assigned there. Mr. Kreger will advise what he learns - it is apparent that he does not agree with charging some employees in order to extend privileges merited by rank to other less fortunate employees.

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4. Garage at Langley: I described the history of the proposed building of the garage including the transfer of A&E money to GSA and the five year lease term at [REDACTED]. I mentioned that our people had been advised by GSA that this project could not go beyond preliminary designs without having first the approval of the National Capital Planning Commission. I pointed out that we wanted very much not to go to the Planning Commission and could not see how a project of this limited size could be of interest to them. Mr. Kreger telephoned a Mr. Meisen who is in something to do with the GSA design work and indicated that we were working on this subject. He went on to say that he had to assume that the GSA designers would certainly pick something which without question would be blessed by the NCPC. After listening to Mr. Meisen for a moment he affirmed that if an obstruction exists he was interested in having it removed.

5. Future Federal Highway Land Adjacent to Agency Property: Mr. Kreger explained that President Nixon is very interested in expanding park lands and had issued two orders which unfortunately had been largely ignored. The Property Review Board, members of which are appointed by the President, was then put into this picture. GSA has no relationship with the Property Review Board other than the fact that Mr. Kunzig is a member. GSA did, however, hire approximately 30 additional people to survey usage of property by Government organizations. Where usage is insufficient GSA has taken action to reclaim property and in cases of conflict has referred specifics to the Property Review Board. GSA has not "lost" a case referred to the Board. As far as the Federal Highway property is concerned, Mr. Kreger said that he had an informal arrangement with the Commissioner of Public Buildings (Mr. Kingsley) to make available to CIA first its needs from property taken back from FHWA. (Mr. Kingsley has replaced Mr. Fleming at the White House.) Mr. Kreger telephoned Commissioner Moreland to confirm that his informal understanding still obtained. Mr. Moreland informed him that the Department of Transportation was strongly fighting the attempted recovery of the property and the third appeal was to be heard by the Property Review Board. Mr. Kreger is confident that a recovery will be decided and that in turn our needs will be satisfied. He warned, however, that we would have to make some use of any additional property assigned to us - within a 10-year period - or would be subject to having GSA move to recover the property from us. I reiterated that the Agency was not evidencing an adversary position in relation to DOT/FHWA since the Fairbank Research Station had consistently been a very good neighbor. CIA instead wished to ensure that as and when the property was taken away from DOT/FHWA CIA stood first in line to gain the portion which it had plans to utilize.

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6. Mr. Kreger urged that we take action to clue in our Congressional committees as early as possible in any building planning. He based this on his own experience in having worked for some six years for Senator Mundt on the Appropriations Committee. On the matter of the National Capital Planning Commission Mr. Kreger would not give any encouragement to our desire to work around the Commission although I made a number of alternative attempts in this direction. Instead, he encouraged that we act to "put oil on the water" that is, to take the initiative to go to the Commission to attempt to win cooperation early on, and before we had any major commitment in dollars or time.

7. I thanked Mr. Kreger for his time and invited him to come to the Agency again so that we could devote more time to touring outside the building. He agreed promptly and said that he would like to do this early in April when Mr. Kunzig would be in Vietnam and he would have more time to get away from headquarters area.

/s/ John W. Coffey  
John W. Coffey  
Deputy Director  
for Support

cc: D/Logistics

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